II. Amendments to the Detailed Description of the Preferred Embodiments

Please amend the following two sequential paragraphs, the first of which begins on line 5 of page 4.

The front steer axle beam 12 has a first end portion 16 and a second end portion 18. Both the first 16 and the second end portions 18 are located outboard from the chassis frame rails 10. End portion 16 has a first ~~20~~ cylindrical portion 20 integrally formed therewith. End portion 18 has a second ~~22~~ cylindrical portion 22 integrally formed therewith.

A first knuckle 24 and a second knuckle 26 are each rotatably mounted to the first ~~20~~ and second ~~22~~ cylindrical portions 20 and 22, respectively, of the front steer axle beam 12. Preferably, the first knuckle 24 is mounted by locating a first king pin 28 through both the knuckle 24 and the first ~~20~~ cylindrical portion 20 of the front steer ~~beam~~ axle beam 12. A second king pin 30 similarly mounts the second knuckle 26 to the second ~~22~~ cylindrical portion 22 of the front steer axle beam 12. The knuckles 24, 26 may be such as for example a Dana ® Spicer ® steer knuckle from the E-1200 W series made by Dana Corporation of Toledo, Ohio, however, the present invention can be used with any knuckle.

Please amend the paragraph beginning on line 22, page 4 as follows.

Additionally, this description and the accompanying figures depict a Watts link type suspension 36. It should be understood, however, that the present invention can be used with many types of suspensions including, by way of example only and without limitation, ~~an link~~ a trailing arm air leaf suspension, a trailing arm suspension and a parallelogram rod suspension.

Please amend the paragraph beginning on line 21, page 5 as follows:

Still referring now to Figs. 1 and 2, at least one dampening structure 52 is attached to the chassis frame rail 10 and the dampening structure attachment portion 50 of the upper king pin bracket 38. An inboard end 74 of the dampening structure 52 is preferably pivotally mounted to the chassis frame rail 10 with at least one bracket 76 ~~38~~. Similarly, an outboard end 78 of the dampening structure 52 is preferably pivotally mounted to the dampening structure attachment portion 50 of the upper king pin bracket 38 ~~76~~. Both the inboard 74 and outboard 78 ends of the dampening structure 52 are attached to their respective attachment points by any structure which ~~allow~~ allows the two to pivotally move with respect to one another, such as a pin 80.

Please amend the paragraph beginning on line 10, page 7 as follows.

In a preferred embodiment, the selected angle maximizes the perpendicular distance 88 from the centerline 82 of the dampening structure 52 to a vehicle suspension roll center point 90. The vehicle suspension roll center point 90 is the point about which the vehicle chassis rotates in response to a roll input. The suspension roll center point 90 is alternately defined as the point in the transverse axle plane at which lateral forces may be applied to the chassis without producing suspension roll. Maximizing this distance reduces the vehicle dynamic roll and provides shock absorption in the vertical direction. It is also well within the scope of the present invention to connect the dampening structure 52 to the chassis rail 10 and the portion of the axle beam 12 ~~axle 16~~ without concern for maximizing the distance to provide a degree of vehicle dynamic roll reduction and shock absorption.

Please amend the paragraph beginning on line 8, page 8 as follows:

A bracket 94, having an aperture 96 for the torsion tube 92, is attached to a steer ~~beam~~ axle beam spring pad 98. The bracket 94 may be located anywhere on the steer axle beam 12. In a preferred embodiment, the bracket 94 is located under an air spring 14. The aperture 96 accommodates the torsion tube 92 which extends from one end of the steer axle beam 12 to the other end of the steer axle beam 12 where it is received by a substantially identical bracket (not shown).

Please amend the paragraph beginning on line 14, page 8 as follows:

In yet another embodiment of the present invention depicted in Fig. 6, a suspension, substantially identical to that disclosed above is depicted. The front suspension linkage 100 and the rear suspension linkage 102, however, are attached to a suspension bracket 104. Preferably, the suspension bracket 104 is of a one-piece construction, however, the bracket 104 may be of a multi-piece construction without departing from the scope of the invention. The suspension bracket 104 connects both linkages 100, 102 to the steer axle beam 12 and forms the lower seat 106 for an air spring 14 ~~12~~. Preferably, the suspension bracket 104 is attached directly to the steer axle beam 12.